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REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Co.,

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER, SUPERINTENDENT, AUDITOR,
AND TRUSTEES OF SINKING FUNDS.

JUNE, 1863.



BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1863.

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1863.

DIRECTORS.

JOHN W. BROOKS, <i>Boston.</i>	ELON FARNSWORTH, <i>Detroit.</i>
NATHANIEL THAYER, <i>Boston.</i>	ERASTUS CORNING, <i>Albany.</i>
R. B FORBES, <i>Boston.</i>	D. D. WILLIAMSON, <i>New York.</i>
H. H. HUNNEWELL, <i>Boston.</i>	GEORGE F. TALMAN, <i>New York.</i>
J. M. FORBES, <i>Boston.</i>	

PRESIDENT.

JOHN W. BROOKS.

VICE-PRESIDENT.

H. H. HUNNEWELL.

TREASURER.

ISAAC LIVERMORE.

SUPERINTENDENT.

R. N. RICE.

AUDITOR.

WILLIAM BOOTT.

CLERK.

HENRY G. CAPEN.

DIRECTORS' REPORT.

To the Stockholders of the Michigan Central Railroad Co.:—

The financial condition of the Company is shown by the report of Mr. Livermore, Treasurer, the details of working the road for the year by the report of Mr. Rice, Superintendent, the condition of the Sinking Funds by the report of the Trustees, all of which, with the report of Mr. Boott, Auditor of the Company, are herewith submitted.

The bonded debt of the Company, June 1,	
1862, was	\$7,999,488 89
Less Sinking Funds,—1st,	\$297,423 48
“ “ “ 2d,	75,271 57
	372,695 05

Net bonded debt,	\$7,626,793 84
Capital stock,	6,057,710 00
	\$13,684,503 84

The bonded debt now is	\$7,999,488 89
Less Sinking Funds,—	
1st,	\$377,480 25
2d,	102,214 10
	479,694 35

Net bonded debt,	\$7,519,794 54
Capital stock,	6,057,436 00
	13,577,230 54

Reduction during the year,	\$107,273 30
--------------------------------------	--------------

The gross receipts, as shown by the Treasurer's

Report, have been,	\$2,947,917 74
Operating expenses, . . . \$1,189,973 52	
State and local taxes, . . . 82,386 20	
	<u>1,272,359 72</u>

Net receipts for the year,	\$1,675,558 02
Amount paid for interest and exchange,	617,657 24
United States tax on passen- gers and dividends,	28,385 03
Amount paid to sinking funds,	84,500 00
	<u>730,542 27</u>

	\$945,015 75
Add balance of account from last year,	312,193 78
	<u>\$1,257,209 53</u>

Deduct dividends as follows,—

3 per cent. paid July 1, 1862,	\$181,713 00
5 “ “ Jan. 1, 1863,	302,860 00
	<u>484,573 00</u>

Balance to credit of income account,	\$772,636 53
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The earnings of the last two years are shown in the following comparative

MONTHLY STATEMENT

Of the Earnings of the Years ending May 31, 1862, and 1863.

MONTHS.	Year ending May 31, 1862.	Year ending May 31, 1863.	Decrease.	Increase.
June, . . .	\$133,619 72	\$174,001 69	—	\$40,381 97
July, . . .	123,377 30	172,189 80	—	48,812 50
August, . . .	144,982 52	216,624 04	—	71,641 52
September, . . .	236,845 97	295,956 29	—	59,110 32
October, . . .	307,332 80	322,369 08	—	15,036 28
November, . . .	242,089 13	307,474 61	—	65,385 48
December, . . .	200,133 76	258,633 77	—	58,500 01
January, . . .	230,159 03	242,073 01	—	11,913 98
February, . . .	159,658 59	245,857 89	—	86,199 30
March, . . .	151,901 62	236,431 81	—	84,530 19
April, . . .	175,695 80	238,495 08	—	62,799 28
May, . . .	255,445 18*	236,453 48	\$18,991 70	—
Totals, . . .	<u>\$2,361,241 42</u>	<u>\$2,946,560 55</u>	—	<u>\$585,319 13</u>

* \$69,406.05 of previous earnings from Government transportation included in this amount.

The receipts, as stated in the Treasurer's account, are \$1,357.19 more than the earnings, showing that amount less of earnings to be outstanding at the close of the year.

The Passenger, Freight, and Miscellaneous earnings and Working expenses for the last two years compare as follows:—

	Year ending May 31, 1862.	Year ending May 31, 1863.	Loss.	Gain.	Per cent. of Gain or Loss
Passengers, . .	\$724,915 48	\$889,682 28	—	\$164,766 80	+22.73
Freight, . .	1,559,060 98	1,983,757 35	—	424,696 37	+27.24
Miscellaneous, .	77,264 96	73,120 92	\$4,144 04	—	— 5.36
Totals, . .	\$2,361,241 42	\$2,946,560 55	bal. of inc.	\$585,319 13	+24.79
Expenses less Tax,	1,066,315 13	1,189,973 52	—	123,658 39	+11.60
Net Earnings, .	\$1,294,926 29	\$1,756,587 03	—	461,660 74	35.66

It will be noted that the earnings from passengers, which had fallen off for five successive years, now show an increase of \$164,766.80, or about 23 per cent. over last year. The local passenger earnings having increased 34 per cent., and the through 10 per cent.

With the rates remaining almost precisely the same, an increase of \$585,319.13 has been earned with an increased expenditure of only \$123,658.39, leaving of the former sum \$461,660.74 as net increase.

The Passenger, Freight and Miscellaneous earnings, and per cent. of earnings used in operating expenses, since 1857, are shown in the following

TABULAR STATEMENT.

Years ending May 31.	Passenger Earn- ings.	Freight Earnings.	Miscellaneous Earnings.	Per ct. of earnings used in operating expenses, exclu- sive of tax.
1857, . .	\$1,610,415 75	\$1,413,492 47	\$80,694 47	64 $\frac{8}{10}$
1858, . .	1,321,039 56	1,033,748 32	73,969 64	59 $\frac{6}{10}$
1859, . .	938,609 39	831,435 46	68,084 82	53 $\frac{4}{10}$
1860, . .	803,507 97	962,621 70	66,815 19	53 $\frac{7}{10}$
1861, . .	775,228 53	1,218,186 29	64,637 79	51
1862, . .	724,915 48	1,559,060 98	77,264 96	45 $\frac{1}{10}$
1863, . .	889,682 28	1,983,757 35	73,120 92	40 $\frac{4}{10}$

The proportion of the gross earnings consumed in operating expenses has again been reduced, and in a much greater ratio than that of the increase in rates. The average rate per passenger per mile has fallen from 2.51 cents to 2.49 cents, a reduction of about one per cent. The rates per ton per mile have been increased from 1.91 cents to 1.99 cents, a rise of about four per cent., while the proportion of operating expenses has fallen from 45.1 to 40.4, or 11.6 per cent.

The earnings from the transportation of wheat and flour have fallen off \$46,595.40, or about 9 per cent., while the total local freight earnings have increased 20 per cent., showing a largely increased development of the miscellaneous way traffic and a better promise for the future than could result from a greater reliance upon what was once regarded as the main staple of the State.

Since the present number of trunk lines to the West have been in use, the business of the country drained by them has so largely increased, that all can command a fair traffic without resorting to that fierce competition, which is always more potent to degrade the rates and destroy the profits than to change the course of the traffic, and we trust the large volume of business destined to pass over these various lines may be hereafter conducted upon more legitimate business principles than governed it when all were in strife over the smaller quantity of past years. No well informed authority regards the magnitude of the business as other than fully sufficient, if properly conducted, to be largely remunerative to all the capital employed, and no sound reason exists why they should not hereafter be permanently prosperous.

Some of the principal characteristics of our business for the last two years are stated in the following

COMPARATIVE TABLE.

	1862.	1863.
Passenger earnings,	\$724,915 48	\$889,682 28
Freight earnings,	1,559,060 98	1,983,757 35
Miscellaneous earnings,	77,264 96	73,120 92
Total earnings,	2,361,241 42	2,946,560 55
Operating expenses, including taxes,	1,149,152 94	1,272,359 72
Net earnings,	1,212,088 48	1,674,200 83
Ratio of expenses, less taxes, to earnings,	45 $\frac{1}{10}$.	40 $\frac{4}{10}$.
Earnings of freight trains per mile run,	\$2 31	\$2 60
Tons of freight moved,	463,112	564,827
Average No. of tons carried per train per mile,	121.15	130.43
Average distance freight is carried, (miles,)	176.	176.
Freight earnings per ton per mile,	1.91 cts.	1.99 cts.
Earnings of passenger trains per mile run,	\$1 42	\$1 74
Number of passengers carried,	308,828 $\frac{1}{2}$	447,361 $\frac{1}{2}$
Average No. of passengers per train per mile,	56.94	70.27
Average No. of miles travelled by each passenger,	93.59	80.31
Passenger earnings per passenger per mile,	2.51 cts.	2.49 cts.
Passengers carried one mile,	28,905,678 $\frac{1}{2}$	35,928,072 $\frac{1}{2}$
Passengers carried one mile per mile of road,	1,087 $\frac{3}{4}$	1,575 $\frac{1}{5}$
Tons carried one mile eastward,	64,863,488	73,826,089
Tons carried one mile westward,	16,869,986	25,678,889
Total tons carried one mile,	81,733,474	99,504,978
Tons carried one mile per mile of road,	1,630 $\frac{2}{3}$	1,989
Proportion of whole tonnage eastward, per ct.,	79.36	74.193
Proportion of whole tonnage westward, per ct.,	20.64	25.807

With the average rates for freight per ton per mile below two cents, and the average rates for passengers, including emigrants, below two-and-a-half cents, and three-fourths of the freight in one direction, the line has been worked for $40\frac{2}{3}$ per cent. of its gross earnings, and this, while through all of the year the expenses have been somewhat, and a portion of the year very much increased by the higher prices of all kinds of materials and labor.

The road and property of the company have been well kept up, its machinery and rolling stock in quite as good order as at any previous period, and, as will be seen by the Superintendent's report, a full share of renewal expenditures have been made during the year, and some increase of property with no charge except to revenue account.

By order of the Board,

J. W. BROOKS, *President*.

BOSTON, June 12, 1863.

TREASURER'S REPORT.

To the President and Directors of the Michigan Central Railroad Company:—

GENTLEMEN,—Herewith is submitted the accounts of the Company for the financial year ending on the 31st day of May last, by which it appears that after paying two dividends, one of three per cent. and one of five per cent., and making the annual payment to the Sinking Funds, and deducting the usual disbursements for operating, local taxes and interest, there will be found to the credit of Income Account, the sum of \$772,636.53. The balance of this account was \$312,193.78 at the same period last year. The net increase this year after paying the two dividends, amounts to \$460,442.75.

A comparison of the business of the year which has just closed, with that of the previous year, results as follows:—

From June 1, 1862, to June 1, 1863—

The gross receipts were	\$2,947,917 74
operating expenses, including local taxes,	\$1,272,359 72
U. S. government tax on dividend and passengers,	28,385 03
interest and foreign and local exchange,	617,657 24
sinking fund payments,	84,500 00
<hr/>	
Total payments,	2,002,901 99
<hr/>	
Net,	\$945,015 75

From June 1, 1861, to June 1, 1862—

The gross receipts were,	\$2,368,588 57
operating expenses, includ-	
ing local taxes, . . . \$1,149,152 94	
interest and foreign and	
local exchange, . . . 679,463 09	
sinking fund payments, . . . 84,500 00	
	<hr/>
Total payments,	1,913,116 03
	<hr/>
Net,	\$455,472 54

Showing an increase over the previous year of \$489,543.21.

There has not been any change in the Bonded Debt during the year, nor has any Floating Debt been incurred.

The capital stock has been reduced \$274, by the purchase of fractional Scrip to that amount.

Sundry items properly belonging to construction, amounting to \$958,337.99, have been transferred to that account, which now stands at \$13,805,576.16.

The Bonded Debt amounts to the sum of . . .	\$7,999,488 89
Capital Stock,	6,057,436 00
	<hr/>
	\$14,056,924 89

Respectfully submitted,

ISAAC LIVERMORE, *Treasurer.*

Boston, June 1, 1863.

[A .]

DR. *The Michigan Central Railroad Company, in General Account.* Cr.

1863. June 1,	To Capital Stock, Bond Account, viz. :— 6 per cent. Sterling Bonds, unconvertible, 1st Mortgage, \$467,488 89 8 per cent. Sterling Bonds, convertible, 1st Mortgage, 500,000 00 8 per cent. Bonds, convertible, 1st Mortgage, 2,598,000 00 8 per cent. Bonds, convertible, 1st Mortgage, Sinking Funds, 4,434,000 00	\$9,057,436 00	1863. June 1,	By Construction Account, Available as Cash, viz. :— Cash on hand, \$162,063 93 Loaned on call, 420,661 32 U. S. Gov't, certificates of indebtedness, at par, . 72,000 00	\$13,805,576 16
	To Income Account, balance of this Acc't, Amount due U. S. Government for Tax on Coupons paid since April 1, Unpaid Dividends,	7,999,488 89 772,636 53 4,956 48 437 00 \$14,834,954 90		By Accounts and Bills Receivable, . . . Assets in hands of Oliver Macy, General Receiver, Assets in hands of R. N. Rice, General Superintendent, Joliet and Northern Indiana Railroad Stock,	654,725 25 38,117 91 82,344 65 85,965 93 168,225 00
					\$14,834,954 90

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(E. E.)

Boston, June 1, 1863.

ISAAC LIVERMORE, *Treasurer.*

[C.]

Gross Receipts of Road for Year ending May 31, 1863. *Operating Account and Interest for Year ending May 31, 1863.*

MONTHS.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.	Date.	Account.	Amount.	Amount.
1862.						1863.			
June,	\$55,051 19	\$107,190 39	\$2,298 61	\$164,540 19		June 1,	Road Repairs,	\$273,759 17	
July,	64,740 67	109,147 72	6,303 33	180,191 72			Building Repairs,	100,923 24	
August,	63,347 12	106,559 44	1,824 90	171,731 46			Locomotive Repairs,	107,096 03	
September,	78,765 92	166,585 40	7,124 71	252,476 03			Car Repairs,	122,107 23	
October,	86,323 54	183,164 60	2,672 15	282,166 19			Locomotive Service,	62,099 04	
November,	70,069 74	223,980 04	1,851 09	295,930 87			Train Service,	47,176 71	
December,	81,381 86	199,045 07	18,231 28	298,658 21			Station Service,	276,741 57	
1863.							Fuel,	110,239 42	
January,	83,356 57	177,727 48	6,259 68	267,313 73			Oil and Waste,	24,126 78	
February,	80,264 44	179,652 22	2,187 45	262,104 11			Stationery and Printing,	15,694 27	
March,	66,958 02	192,180 86	2,514 55	261,653 43			Local Taxes,	82,386 20	
April,	86,990 67	180,670 06	14,657 60	282,318 33			Telegraph,	12,025 80	
May,	63,404 96	160,211 70	5,216 81	228,833 47			Miscellaneous,	38,084 15	\$1,272,359 72
	\$890,690 70	\$1,986,114 88	\$71,112 16		\$2,947,917 74		Amount of payments towards Sinking Funds,	84,500 00	
							Amount paid U. S. Government, Tax on Dividend and Passengers,	28,385 03	
							Interest and Exchange from June 1, 1862, to June 1, 1863,	617,657 24	
							Balance, being net receipts for year ending May 31, 1863,	945,015 75	
					\$2,947,917 74			\$2,947,917 74	

(E. E.)

BOSTON, June 1, 1863.

ISAAC LIVERMORE, *Treasurer.*

T R U S T E E S ' R E P O R T .

To the President and Directors of the Michigan Central Railroad Company :—

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company, to John M. Forbes, Nathaniel Thayer, and H. H. Hunnewell, Trustees, under date of September 29, 1857, Report: That the present standing of the Sinking Funds, the care of which was intrusted to them, shows the balance to the credit of the First Sinking Fund on the 31st of May, 1863, was in

Bonds at par,	\$377,000 00
Cash in Boston Bank,	480 25
	<hr/> \$377,480 25

To the credit of the Second Sinking Fund on the 31st of May, 1863, was in

Bonds at par,	\$102,000 00
Cash in Boston Bank,	214 10
	<hr/> \$102,214 10

The accounts for the year ending May 31, 1863, are as follows :—

Michigan Central First Sinking Fund in account with the Trustees.

Cash in Boston Bank May 31, 1862,	\$423 48
Received Oct. 1, 1862, for 297 Coupons, at \$40 each, \$11,880 00	
Less Government Tax, 3 per cent.,	356 40
	<hr/> 11,523 60

Received October 25, 1862, from I. Livermore, Treasurer, fifth annual payment on account of First Sinking Fund, . . .	\$60,000 00	
Received Jan'y 10, 1863, for 68 Coupons, \$40 each, . . .	\$2,720 00	
Less Government Tax, 3 per cent., . . .	81 60	
	<hr/>	2,638 40
Received April 1, 1863, for 297 Coupons, \$40 each, . . .	\$11,880 00	
Less Government Tax, 3 per cent., . . .	356 40	
	<hr/>	11,523 60
Cost of \$15,000 in Bonds, at 104 $\frac{1}{4}$ per cent., . . .	\$15,637 50	
Cost of \$53,000 in Bonds, at 104 per cent., . . .	55,120 00	
Cost of \$12,000 in Bonds, at 116 $\frac{1}{10}$ per cent., . . .	13,942 67	
Paid for legal advice as to restricting negotiability of Bonds, . . .	10 65	
Commission on purchase of Bonds, 1 per cent. on cost, . . .	847 01	
Expense for clerk hire, . . .	71 00	
Cash in Boston Bank, . . .	480 25	
	<hr/>	\$86,109 08

Michigan Central Second Sinking Fund in account with the Trustees.

Cash in Boston Bank, as per statement May 31, 1862, . . .	\$271 57	
Received October 1, 1862, for 75 Coupons, \$40 each, . . .	\$3,000 00	
Less Government Tax, 3 per cent., . . .	90 00	
	<hr/>	2,910 00
Received October 25, 1862, from I. Livermore, Treasurer, fourth annual payment on account Second Sinking Fund, . . .		24,500 00
Received Jan'y 10, 1863, for 3 Coupons, at \$40 each, . . .	\$120 00	
Less Government Tax, 3 per cent., . . .	3 60	
	<hr/>	116 40
Received April 1, 1863, for 96 Coupons, \$40 each, . . .	\$3,840 00	
Less Government Tax, 3 per cent., . . .	115 20	
	<hr/>	3,724 80
Cost of \$21,000 in Bonds at 116 per cent., . . .	\$24,360 00	
Cost of \$3,000 in Bonds at 104 per cent., . . .	3,120 00	
Cost of \$3,000 in Bonds at 116 $\frac{1}{10}$ per cent., . . .	3,485 66	
Paid for legal advice, . . .	4 35	
Commission on purchase of Bonds, 1 per cent. on cost, . . .	309 66	
Expense for clerk hire, . . .	29 00	
Cash in Boston Bank, . . .	214 10	
	<hr/>	\$31,522 77

N. THAYER,
H. H. HUNNEWELL,
Trustees.

BOSTON, June 3, 1863.

AUDITOR'S REPORT.

BOSTON, June 12, 1863.

To the Directors of the Michigan Central Railroad Company.

GENTLEMEN,—I have examined the Treasurer's books at Boston, and the Superintendent's at Detroit, for the year ending 31st May, and have found them to be correctly kept, and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

SUPERINTENDENT'S REPORT.

SUPERINTENDENT'S OFFICE, MICHIGAN CENTRAL ROAD, }
DETROIT, June 1st, 1863.

J. W. BROOKS, Esq., *President*:

SIR,—The results of the operating department of the road for the year just closed are respectfully submitted.

BUSINESS OF THE ROAD.

Earnings from Passengers,	\$889,682 28
Freight,	1,983,757 35
Miscellaneous,	73,120 92
	\$2,946,560 55

Gain in earnings over previous year, as follows:—

Increase on Passenger earnings,	\$164,766 80
on Freight,	424,696 37
	\$589,463 17
Decrease on Miscellaneous,	4,144 04
Total increase,	\$585,319 13

Equal to about 25 per cent. increase over last year, and of 43 per cent. over year ending May 31, 1861.

Referring to Table [E.] herewith, it will be noticed that the increase in earnings has been distributed among the different classes of traffic as follows:—

Increase of Earnings from Through Passengers, 10 per cent.	
on Way Passengers,	34 “
on Through Freight,	33 “
on Way “	20 “

The earnings from Passengers are about equally divided between the eastward and westward bound, while with the Freight earnings $71\frac{3}{10}$ per cent. are from eastward bound business.

The increase of earnings in Freight has been 27 per cent. while increase of mileage of freight trains has been but 13 per cent.

The increase of Passenger earnings has been 23 per cent., and the increase of mileage of passenger trains 7 per cent.

Table [G.] shows a falling off in earnings from wheat and flour of about 10 per cent. and a gain in other Freights of nearly 50 per cent.

Table [H.] shows in detail the different articles of Freight moved in comparison with former years, and with few exceptions the comparison is favorable. Attention is called to the large increase in live stock, lumber, miscellaneous merchandise, barley, oats, plaster, pork, hams and bacon.

This Table shows a total increase of tons moved of about 23 per cent. over last year, and more than double of the business of three years ago. The tonnage eastward could have been largely increased during the winter months had the facilities of eastern outlets been more ample, and thus given western shippers more confidence in getting their property forward without detention at transshipping points.

The general business of the road was never in a more healthy condition than now, and along the entire line and country tributary to it, the promise of full crops was never more flattering than at the present time.

In regard to the trade of the States west of us, for which other long through lines are competing, there is no reason for being in doubt as to the maintenance of our proper position as competitors.

The relations between this road and the Louisville, New Albany and Chicago road remain the same, the North Division of that road, 91 miles, being stocked and operated by the Michigan Central, and to the satisfaction of both parties it is believed. This contract expires on the 30th of September next.

ARRANGEMENT OF TRAINS.

Commencing with the Spring arrangement of Time Tables there are two Express Passenger trains and one Mail train to and from Chicago, daily, except Sundays, and between Chicago and Cincinnati two trains each way, daily, except Sundays; but the work of the latter trains is done between Michigan City and Chicago by the regular main line trains of this road, thus avoiding running engines, especially for the Lafayette, Louisville and Cincinnati business.

Upon the Northern Division of the Louisville, New Albany and Chicago Railroad, between Michigan City and Lafayette, one Express Passenger train and one mixed train is run.

At the present time the Time Table of the Michigan Central main line indicates between Detroit and Michigan City three regular Freight trains each way and two between Michigan City and Chicago, but when business calls for it, extra trains are run. Under the system of working by Telegraph a regular Freight train is dispensed with as readily as an Extra, upon such days as the business admits of it, thus avoiding as far as possible, unnecessary expense.

OPERATING EXPENSES.

The operating expenses of a road has as much to do with the interests of shareholders as the cultivation and protection of the business of the road. The careful watching of each item of expense and the advantage taken of the general knowledge of all engaged in cheapening the modes of working, naturally leads to the most economical method of accomplishing results. To this end has much attention been given, and if the desired results have not at all times crowned the efforts made, it has not been from the want of proper vigilance on the part of those engaged in the work, but from causes beyond their control.

The earnings of the year just closed have reached the sum of \$2,946,560.55.

The expenses, including taxes, have been \$1,272,359.72.

The expenses properly chargeable to operating the road (not including taxes) are \$1,189,973.52, or about $40\frac{4}{10}$ per cent. of the gross earnings.

The track, buildings, bridges and rolling stock of the line are in every respect in as good condition as at the commence-

ment of the year, and in no way has the property of the company been allowed to deteriorate in value. Those stockholders who have been over the line during the year can perhaps vouch for the general good condition of the company's track, structures and rolling stock so far as appearances at least go to enable them to form an opinion.

Some of the items included in expenses the past year are the following :—

2,731 $\frac{89}{2240}$ tons new rails.

965 $\frac{296}{2240}$ tons welded rails.

48 tons spike.

57,511 ties.

7,920 feet new side track at different points upon line.

Straightening line near Scio to get rid of bad curves, requiring grading and finishing up of 4,750 feet of new road and fencing.

12 miles rail fence.

19 miles board fence.

75 gates at farm crossings.

30 cattle guards.

14 stone culverts—324 cords stone.

4 pile bridges with stone abutments, 246 feet aggregate length.

Building stock yard at Lawton.

“ “ “ at Michigan City.

Enlarging stock yard at Detroit.

Building new offices at upper end of brick freight depot in Detroit.

Rebuilding 800 feet dock front entire from low-water line.

Raising and planking 11,700 square feet additional platform facilities on the river front.

2 new elevators in wheat-house.

New iron turn-table, in place of wooden one in engine-house.

Brick engine shed for 4 engines.

New wood shed, 200 feet in length.

3 new wood sheds on the line.

4 new water-houses on the line.

New small passenger-house at Galien.

New small passenger-house at Augusta.

New brick engine-house at Jackson.

Rebuilding freight-houses at Marshall and Battle Creek.

Extensive repairs of engine-house at Marshall.

Extensive repairs of freight-houses at Jackson and Ann Arbor.

New brick passenger-house at Battle Creek, (not quite completed.)

Building stone wall on the creek, and grading up, to enlarge the depot grounds which have heretofore been much too limited for the business at that place.

Cars have been rebuilt as follows :—

51 double-deck 8-wheel stock cars.

17 8-wheel box cars.

20 8-wheel platform cars.

16 hand cars.

12 rubble cars.

Accompanying this are the reports of A. S. Sweet, Jr., Superintendent of Motive Power, and J. B. Sutherland, Superintendent of Car Department, and to them I beg to refer you for interesting details and results in these departments.

I take pleasure in again bearing testimony to the interest and vigilance manifested by those having direct charge of the different branches connected with the business and mechanical operations of the road.

Respectfully,

Your obedient servant,

R. N. RICE, *General Superintendent.*

REPORT OF LOCOMOTIVE SUPERINTENDENT.

R. N. RICE, Esq., *General Superintendent Michigan Central Railroad*:—

Sir,—Herewith please find statement of the working of the Locomotive Department for the year ending May 31, 1863.

STATEMENT of Miles run by Locomotives, on line between Detroit and Chicago, during the year from June 1, 1862, to May 31, 1863, inclusive.

MONTHS.	Miles Passenger Trains.	Miles Freight Trains.	Miles Working Trains.	Miles Training Trains.	Miles Total.
June,	39,013	54,965	5,244	7,015	106,237
July,	34,553	50,861	5,111	6,265	96,790
August, . . .	37,439	57,766	5,798	7,280	108,283
September, .	37,771	76,581	5,622	7,315	127,289
October, . . .	35,634	74,544	5,878	7,405	123,461
November, . .	43,536	82,388	5,970	9,514	141,408
December, . .	48,576	66,351	7,377	8,922	131,226
January, . . .	45,024	63,378	6,940	7,980	123,322
February, . .	49,517	69,416	6,623	8,470	134,026
March,	43,837	50,980	7,775	7,465	110,057
April,	47,539	57,032	8,431	7,810	120,812
May,	48,787	58,615	10,210	8,035	125,647
Totals, . . .	511,226	762,877	80,979	93,476	1,448,558

STATEMENT of the Renewals made during the year ending May 31, 1863.

- 25 flue sheets.
- 12 head sheets.
- 4 crown sheets.
- 7 crank axles.
- 8 straight axles.
- 56 rings wrought driving tire.
- 6 rings cast driving tire.
- 20 tender and truck axles.
- 8 locomotive driving wheels.

- 326 tender and truck wheels.
 43 pilots.
 14 cabs.
 10 new smoke stacks.
 25 new jackets.
 31 sets flues reset.
 15 tanks thoroughly repaired.
 17 tenders, with running gear complete ; 9 passenger, 8 freight.
 45 sets driving tire turned.

STATEMENT of the Number of Employees at the different Shops on the Road.

OCCUPATION.	Detroit.	Marshall.	M. City.	Chicago.	Total.
Superintend't Motive Power,	1	-	-	-	1
Engine Dispatcher, . . .	1	-	-	-	1
Master Engine Repairs, . .	-	1	1	-	2
Time Keepers,	1	1	1	-	3
Machinists,	28	14	15	1	58
Boiler Makers,	8	2	2	-	12
Tender and Truck Repairers,	4	2	3	-	9
Flue Setters and Caulkers, .	2	2	2	-	6
Boiler Washers,	1	1	1	-	3
Carpenters,	6	2	2	-	10
Bolt Cutters,	1	1	1	-	3
Painters,	2	-	-	-	2
Stationary Engineers, . . .	2	1	1	-	4
Coppersmiths,	7	2	1	-	10
Blacksmiths,	6	2	2	1	11
Helpers,	6	2	2	1	11
Apprentices,	11	5	11	-	27
Watchmen,	2	3	4	2	11
Wipers,	5	10	8	1	24
Laborers,	6	8	2	1	17
Locomotive Engineers, . . .	26	18	13	3	60
Locomotive Firemen, . . .	26	18	13	3	60
Brass Moulder,	-	-	1	-	1
Drayman,	-	-	1	-	1
Totals,	152	95	87	13	347

Condensed Statement of the Working Results of the Locomotive Department for the current year ending May 31, 1863.

Total number of miles run,	1,448,558
Cost of locomotive repairs,	\$107,096 09
Cost of repairs per mile run,	7 39

Cost of engineers, firemen, watching, wiping,	\$62,099 04
Cost of do. per mile run,	4 28
Gallons of oil used, 11,403, at 60c.,	\$6,841 80
Cost per mile run for oil,	47
Cords of wood used, at \$2.20,	\$95,588 90
Cost per mile run for wood,	6 59
Rags used, 38,521 pounds, at 6 $\frac{1}{10}$ c.,	\$2,349 78
Cost per mile run for rags,	16
Waste used, 4,236 pounds, at 19 $\frac{4}{10}$ c.,	\$821 78
Cost per mile run for waste,	56
Total cost per mile run,	\$18-75

During the year we have rebuilt two ten-wheel engines, one for Joliet Division, and one for work at Chicago, and another is under construction. As yet we have had only one coal burner in operation at a time. As soon as we can get a crank axle we shall have a coal burner for Jackson train. I have not done any thing in the coal burning line except to learn what was necessary to burn Jackson coal. The price of that coal has gone up so high as to render its use more expensive than wood, and I did not consider we were losing any thing by the delay. But our machinery is now in such good condition, that I can give coal burning engines some attention, and I think we know what is necessary to burn that coal to the best advantage.

The new stationary engine is now finished but not yet in use, as I am obliged to make some alterations in the condensing apparatus. The shops at present are in good condition, and every thing is complete, with the exception of a scarcity of tools. A large plainer, punch and shear combined, a steam-hammer, and one drill, is all that is lacking to make the shops complete. The tools at the Marshall shops are now put on the lower floor, and the shop is in complete order. The engine-shed needs a new floor, and most, if not all the lumber is on hand for it. All else is in good condition, and under the immediate supervision of A. J. Scoville, as master of engine repairs on the middle division.

Michigan City shops are still under the immediate supervision of Jacob Losey. The engine shed is in the very best condition, and shop, engine, boiler, &c., are also in good condition. The engine shed at Chicago is in good order, and under the immediate charge of Isaac Perry.

We are now just commencing a new system of time and account keeping, which, while it involves the necessity of keeping a second man at Detroit as accountant, I am satisfied will work a great reform in the department, as it will serve as a check on any man in it. I keep every item of expense laid out on any work by itself, which will teach what parts of engines and other machinery are most expensive, and how much so, and give the locomotive superintendent a perfect understanding of where and for what the money is expended. There should be put in this season, at least two iron turn-tables; one in the Square House at Detroit, and one at Michigan City; and in another year Marshall and Chicago shops should have them.

The increased price of labor and material has increased the cost of locomotive repairs somewhat above that of last year. No part is however due to a want of strict watchfulness on the part of those in charge of the department. Greater ability might be secured to this department, but a greater effort to bring about the desired result cannot be.

It might be proper to say that the miles run per cord of wood, although a fraction better than last year, is too small; and I am confident of making improvements in that particular the coming year.

Respectfully submitted,

A. S. SWEET, JR., *Locomotive Sup't.*

REPORT OF SUPERINTENDENT CAR DEPARTMENT.

DETROIT, June 1, 1863.

R. N. RICE, Esq., *General Superintendent M. C. R. R.* :—

Herewith I hand you annual report of labor expended and material used in Car Department for the fiscal year ending May 31, 1863, which with the following statements is most respectfully submitted.

The rolling stock in this department consists of the following number of cars of the different classes :

PASSENGER CARS.

64 first class, with 12 wheels.

6 first class, with 12 wheels, sleeping cars.

3 drovers' cars, with 8 wheels, sleeping cars.

12 second class cars, with 8 wheels.

BAGGAGE CARS.

- 14 with 8 wheels.
- 9 with 12 wheels.

FREIGHT CARS.

- 28 covered 8-wheel way cars for use of conductors and men in charge of live stock.
- 1,050 covered, with 8 wheels.
- 219 platform, with 8 wheels.

GRAVEL AND OTHER CARS.

- 113 hand cars.
- 137 wood and repairing cars.
- 12 gravel cars, hand dumpers.

CARS REBUILT.

- 51 double-decked stock cars.
- 15 large 8-wheel box cars.
- 2 large 8-wheel box cars, on old bottoms.
- 20 8-wheel platform cars.
- 16 hand cars.
- 12 wood and rubble cars.

In addition to the above, there are 35 box cars ready to be put together as soon as the business of the road may require them. The 51 double-decked cars have their upper decks formed in sections, and hinged together in such a manner that they are easily changed from a double to a single-decked car, and can then be used, either for the transportation of cattle, or coarse freight.

The system adopted of transferring wheels and axles from passenger to freight cars, when not more than half worn, is found to work well, as accidents resulting from defects in either are almost entirely unknown on the road.

The vexatious delays occasioned by hot boxes on cars is almost entirely cured by the hot box report system adopted some two years since, and to that in a great measure is due our saving in oil and waste.

The contemplated alterations in shops were not made last year. Owing to the extra amount of business done on the road it should be done this season, as when completed it will add greatly to the economical working of this Department.

Respectfully submitted,

J. B. SUTHERLAND.

TABLES

TO

SUPERINTENDENT'S REPORT.

—

1863.

[A.]

STATEMENT of the Number of Way Passengers and the Earnings from the same, for the Years ending May 31, 1862, and May 31, 1863.

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1862.	Year ending May 31, 1863.	Year ending May 31, 1862.	Year ending May 31, 1863.
June, . . .	15,860 $\frac{1}{2}$	18,917	\$22,358 33	\$26,853 80
July, . . .	20,427 $\frac{1}{2}$	27,611	25,011 37	33,962 31
August, . . .	27,353	37,899 $\frac{1}{2}$	33,938 51	47,153 38
September, . . .	24,846 $\frac{1}{2}$	46,454	35,933 36	68,415 68
October, . . .	27,960 $\frac{1}{2}$	31,622	42,438 32	46,298 84
November, . . .	21,081 $\frac{1}{2}$	27,017	28,554 88	36,984 24
December, . . .	20,839 $\frac{1}{2}$	32,156	26,528 32	42,091 72
January, . . .	17,180	31,944	22,279 85	38,424 82
February, . . .	15,201 $\frac{1}{2}$	32,823	20,001 00	42,243 55
March, . . .	22,877 $\frac{1}{2}$	35,762 $\frac{1}{2}$	29,518 93	44,813 40
April, . . .	22,927	35,345	37,286 60	46,331 63
May, . . .	16,981 $\frac{1}{2}$	30,121	59,867 26	41,065 88
Totals, . . .	253,536 $\frac{1}{2}$	387,672	\$383,716 73	\$514,639 25

[B.]

STATEMENT of the whole Number of Passengers, and the Earnings from the same, for the Years ending May 31, 1862, and May 31, 1863.

MONTHS.	WHOLE NO. PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1862.	Year ending May 31, 1863.	Year ending May 31, 1862.	Year ending May 31, 1863.
June, . . .	22,581	26,309	\$52,101 84	\$59,253 05
July, . . .	27,101	32,948 $\frac{1}{2}$	54,685 88	65,811 27
August, . . .	31,676	41,948	60,151 18	74,050 82
September, . . .	30,296	51,420	71,504 17	102,508 40
October, . . .	34,174 $\frac{1}{2}$	37,623	81,950 92	86,946 07
November, . . .	26,543	31,803 $\frac{1}{2}$	62,175 51	68,340 85
December, . . .	24,161 $\frac{1}{2}$	36,272 $\frac{1}{2}$	48,110 19	68,532 44
January, . . .	19,381	35,043 $\frac{1}{2}$	36,999 66	59,146 61
February, . . .	17,292 $\frac{1}{2}$	36,218	34,016 29	65,075 91
March, . . .	26,626 $\frac{1}{2}$	41,219	53,545 64	81,030 07
April, . . .	26,887	40,523	63,354 99	79,674 14
May, . . .	22,108 $\frac{1}{2}$	36,033 $\frac{1}{2}$	106,319 21	79,312 65
Totals, . . .	308,828 $\frac{1}{2}$	447,361 $\frac{1}{2}$	\$724,915 48	\$889,682 28

[C.]

STATEMENT, showing the Amount Earned from Wheat and Flour, and all other Freights, for the Years ending May 31, 1862, and May 31, 1863.

M O N T H S .	AMOUNT EARNED FROM WHEAT AND FLOUR.		AMOUNT EARNED FROM OTHER FREIGHTS.	
	Year ending May 31, 1862.	Year ending May 31, 1863.	Year ending May 31, 1862.	Year ending May 31, 1863.
June, . . .	\$27,240 85	\$29,139 26	\$49,118 03	\$80,127 38
July, . . .	10,800 02	23,899 20	49,789 71	77,176 39
August, . . .	29,431 31	49,693 94	50,152 08	87,642 42
September, . . .	81,514 69	74,005 61	78,324 14	113,339 94
October, . . .	117,120 23	87,807 54	101,589 50	141,011 45
November, . . .	73,095 94	67,296 53	99,396 81	164,758 04
December, . . .	40,431 05	32,781 53	105,204 99	150,623 12
January, . . .	40,985 68	9,492 92	146,340 28	167,659 47
February, . . .	18,753 86	16,822 58	96,350 12	157,748 88
March, . . .	6,511 75	12,119 97	86,604 44	137,599 62
April, . . .	19,282 56	19,832 55	87,714 19	132,728 18
May, . . .	36,845 76	32,526 67	106,462 99	117,924 16
Totals, . . .	\$502,013 70	\$455,418 30	\$1,057,047 28	\$1,528,339 05

[D.]

STATEMENT of the Earnings of the Michigan Central Railroad from June 1, 1862, to May 31, 1863, inclusive.

M O N T H S .	Passengers.	Freight.	Miscellaneous.	Totals.
1862.				
June, . . .	\$59,253 05	\$109,266 64	\$5,482 00	\$174,001 69
July, . . .	65,811 27	101,075 59	5,302 94	172,189 80
August, . . .	74,050 82	137,336 36	5,236 86	216,624 04
September, . . .	102,508 40	187,345 55	6,102 34	295,956 29
October, . . .	86,946 07	228,818 99	6,604 02	322,369 08
November, . . .	68,340 85	232,054 57	7,079 19	307,474 61
December, . . .	68,532 44	183,404 65	6,696 68	258,633 77
1863.				
January, . . .	59,146 61	177,152 39	5,774 01	242,073 01
February, . . .	65,075 91	174,571 46	6,210 52	245,857 89
March, . . .	81,030 07	149,719 59	5,682 15	236,431 81
April, . . .	79,674 14	152,560 73	6,260 21	238,495 08
May, . . .	79,312 65	150,450 83	6,690 00	236,453 48
Totals, . . .	\$889,682 28	\$1,983,757 35	\$73,120 92	\$2,946,560 55

[F.]

CONDENSED STATEMENT

OF THE BUSINESS OF THE MICHIGAN CENTRAL RAILROAD FOR THE LAST SIX YEARS.

YEAR ENDING	Number of Way Passengers.	No. of Through Passengers.	Total Number of Passengers.	No. of Tons of Freight moved.	Gross Earnings.	Operating Disbursements, Including Taxes.	Net Earnings.
May 31, 1858,	307,272	154,684½	461,956½	276,294	\$2,428,757 52	\$1,531,218 04	\$897,539 48
May 31, 1859,	269,358	92,169	361,527	235,123	1,838,129 67	1,072,732 88	765,396 79
May 31, 1860,	251,755	72,666½	324,421½	295,276	1,832,944 86	1,077,483 51	755,461 35
May 31, 1861,	262,665	65,110	327,775	378,570	2,058,052 61	1,137,724 35	920,328 26
May 31, 1862,	253,536½	55,292	308,828½	463,112	2,361,241 42	1,149,152 94	1,212,088 48
May 31, 1863,	387,672	59,689½	447,361½	564,827	2,946,560 55	1,272,359 72	1,674,200 83

[H.]

STATEMENT, showing the Total Amount of Freight moved in the following
Years.

ARTICLES.		YEARS ENDING MAY 31,					
		1858.	1859.	1860.	1861.	1862.	1863.
Apples,	bbls.	55,368½	12,625	73,245	100,975	25,174	68,987½
Ale and Beer, . .	"	4,522	5,863½	5,158½	5,340	5,032½	5,889½
Ashes,	tons,	189	183	261	164	170	171
Barley,	bush.	22,023	22,977	24,478	128,615	68,253	138,322
Buckwheat Flour,	tons,	96	8	-	-	-	-
Beans,	bush.	8,057	14,399	5,735	14,524	22,708	41,178
Bran and Shorts,	tons,	2,158	3,047	2,689	2,764	1,473	1,803
Beef,	bbls.	11,380	3,286½	22,420	18,460	110,360½	66,223
Butter,	tons,	585	415	631	1,048	1,374	1,875
Corn,	bush.	244,691	307,867	322,269	601,635	792,986	497,786
Corn Meal, . . .	bbls.	2,559	3,405	7,171	7,265	5,068	1,608
Cheese,	tons,	770	284	672	682	606	867
Cranberries, . .	bbls.	1,624	1,847	250	2,507	1,639	756
Coal,	tons,	2,719	3,298	5,173	6,295	5,864	8,658
Fruit, dried, . .	"	462	220	399	686	262	661
Flour,	bbls.	519,455½	383,623	514,224	691,844	950,964	880,374
Furniture & Luga-							
gage,	tons,	4,381	3,359	3,697	3,390	3,082	3,621
Grass Seed, . .	"	383	338	1,014	1,807	1,320	1,841
Garden Roots, . .	bush.	107,482	111,572	33,835	182,062	65,386	101,147
Ham and Bacon, .	tons,	1,084	1,012	1,554	1,787	11,547	19,454
High Wines, . .	bbls.	3,338	2,862	7,114	14,093	24,145	14,333
Hides,	tons,	1,336	1,856	1,487	2,112	1,890	2,007
Iron and Nails, .	"	3,374	3,550	3,427	3,778	2,648	2,588
Lime,	"	1,429	1,531	1,577	1,310	1,243	1,490
Lumber,	feet,	17,222,049	14,624,896	18,710,707	19,264,801	18,752,785	23,478,021
Laths,	tons,	1,339	1,103	1,151	1,032	1,043	1,159
Leather,	"	851	928	970	847	897	877
Millstones, . .	"	68	-	-	-	-	-
Merchandise, mis-							
cellaneous, . .	"	56,199	50,660	69,729	72,632	69,725	123,691
Oats,	bush.	284,921	98,218	293,697	271,695	401,938	741,444
Other Agricultu-							
ral Products, .	"	1,040	625	1,623	2,721	1,251	2,613
Plaster,	tons,	2,623	4,247	7,920	8,406	7,729	12,188
Pig Iron,	"	460	290	434	679	759	1,057
Pelts and Skins, .	"	302	345	457	303	226	147
Pork,	bbls.	24,112½	24,467½	19,432	32,115	121,124½	183,808
Pork in Hog, . .	tons,	2,712	2,397	3,821	7,948	6,312	7,444
Salt,	bbls.	24,931	28,768	30,415	24,685	34,837	50,829
Stoves,	tons,	875	492	680	832	552	749
Shingles,	M.	13,313	14,911½	12,651½	8,017½	8,465½	13,359½
Wool,	tons,	1,021	923	1,180	1,247	1,525	1,716
Wheat,	bush.	1,084,465	755,961	930,211	1,498,898	2,079,080	2,008,885
Whiskey,	bbls.	7,455	5,777½	5,399½	8,708	15,296	18,913½
Cattle, Neat, . .	No.	33,690	28,993	33,464	60,857	57,155	80,385
Horses,	"	1,517	1,039	1,171	913	3,627	3,527
Hogs,	"	125,106	130,005	73,808	61,170	126,778	292,426
Sheep,	"	11,057	6,117	11,611	18,491	22,973	41,089
Stone, Sand and							
Brick,	tons,	2,010	1,148	2,054½	9,954	3,858	5,922½
Wood,	cords,	3,599	4,154½	3,054	1,881	7,492	4,192
Totals, in tons, . .		276,294	235,123	295,276	378,570	463,112	564,827

[I.]

S T A T E M E N T

Of Monthly Expenses on account of Operating the Michigan Central Railroad from June 1, 1862, to May 31, 1863, inclusive.

MONTHS.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Station'ry.	Telegraph Line.	State Tax.	Miscellaneous.	Total.
1862.														
June, . .	\$34,326 47	\$7,202 41	\$4,056 90	\$9,477 24	\$3,952 82	\$2,628 71	\$18,326 83	\$7,975 19	\$1,272 24	\$1,416 02	\$1,109 48	-	\$3,074 07	\$56,418 38
July, . .	22,090 36	5,795 73	6,463 36	14,386 60	3,711 67	4,216 25	10,760 59	6,304 25	1,166 68	1,032 82	865 00	-	1,381 63	78,174 94
August, .	16,817 54	6,848 96	9,539 91	7,159 96	4,272 03	3,623 78	19,236 25	7,561 08	1,294 35	717 51	974 54	-	2,021 50	80,067 41
September,	21,733 44	7,843 67	8,193 07	7,356 12	5,009 55	3,202 88	18,137 50	9,443 66	1,900 54	821 06	1,541 80	-	3,614 29	88,797 08
October, .	27,458 50	7,463 86	8,961 29	14,710 86	5,239 47	3,434 17	22,230 69	9,287 96	1,920 83	1,747 32	486 93	-	2,763 29	105,754 17
November,	22,455 88	14,810 38	11,396 04	12,533 53	5,377 07	4,678 52	39,295 28	10,578 02	2,794 23	2,118 26	2,377 44	-	7,292 80	135,707 45
December,	26,629 64	10,080 81	11,320 83	16,181 48	6,170 19	4,476 12	29,991 65	11,311 41	2,394 47	1,215 95	796 78	-	2,748 12	123,267 45
1863.														
January, .	16,234 32	8,747 82	9,736 02	8,436 55	5,317 76	4,092 62	23,840 65	10,536 36	2,339 38	1,670 23	756 88	\$74,477 06	1,575 69	167,792 34
February,	21,956 61	7,401 67	10,352 15	10,816 09	6,142 74	4,094 46	20,471 85	11,393 04	2,133 42	1,480 88	800 22	-	3,472 22	101,015 35
March, . .	17,451 58	8,534 57	10,302 28	14,716 60	5,574 13	4,251 09	18,043 31	9,494 98	2,393 13	1,161 48	889 16	2,981 66	2,957 34	98,751 31
April, . .	24,178 67	9,335 47	11,010 64	4,014 62	5,704 71	4,055 75	23,227 77	9,312 77	2,245 56	1,136 23	857 79	-	4,310 46	99,390 44
May, . .	22,426 16	6,908 89	4,613 60	2,317 63	5,626 90	4,441 36	33,179 20	7,040 70	2,221 95	1,076 51	570 28	4,927 48	2,872 74	98,223 40
Totals, . .	\$273,759 17	\$100,923 24	\$107,096 03	\$122,107 28	\$62,099 04	\$47,176 71	\$276,741 57	\$110,239 42	\$24,126 78	\$15,594 27	\$12,025 80	\$32,386 20	\$38,084 15	\$1,272,359 72

[J.]

SCHEDULE and Description of Locomotives.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Ranger, . . .	Detroit Locom. Works,	16—22	5 ft. 6 in.	4
Rambler, . . .	" " "	"	"	4
Rattler, . . .	" " "	"	"	4
Rover, . . .	" " "	"	"	4
Racer, . . .	" " "	"	"	4
Rusher, . . .	" " "	"	"	4
Bald Eagle, . . .	Manchester, . . .	16—20	"	4
White Eagle, . . .	" . . .	"	"	4
Grey Eagle, . . .	" . . .	"	"	4
Black Eagle, . . .	" . . .	"	"	4
American Eagle, . . .	" . . .	"	"	4
Golden Eagle, . . .	" . . .	"	"	4
White Cloud, . . .	" . . .	"	"	4
Flying Cloud, . . .	" . . .	"	"	4
Rocket, . . .	" . . .	"	"	4
Storm, . . .	" . . .	"	"	4
North Wind, . . .	" . . .	"	"	4
East Wind, . . .	" . . .	"	"	4
South Wind, . . .	" . . .	"	"	4
West Wind, . . .	" . . .	"	"	4
Whirlwind, . . .	" . . .	"	"	4
Trade Wind, . . .	" . . .	"	"	4
Arab, . . .	Detroit Locom. Works,	"	"	4
Mameluke, . . .	" " "	"	"	4
Circassian, . . .	" " "	"	"	4
Corsair, . . .	" " "	"	"	4
Egyptian, . . .	" " "	"	"	4
Persian, . . .	" " "	"	"	4
Grey Hound, . . .	Lowell, . . .	16—22	"	4
Stag Hound, . . .	" . . .	"	"	4
Fox Hound, . . .	" . . .	"	"	4
Wolf Hound, . . .	" . . .	"	"	4
Pioneer, . . .	Hinckley & Drury, . . .	15—18	5 feet.	4
Herald, . . .	" " "	"	"	4
Reindeer, . . .	" " "	"	"	4
Antelope, . . .	" " "	"	"	4
Mayflower, . . .	" " "	"	"	4
Comet, . . .	Michigan Central Shop,	14—20	"	4
Gazelle, . . .	" " "	"	"	4
Torrent, . . .	" " "	"	"	4
Hurricane, . . .	" " "	15—18	"	4
Cataract, . . .	" " "	"	"	4
Jupiter, . . .	Manchester, . . .	16—20	4 feet.	6
Saturn, . . .	" . . .	"	"	6
Neptune, . . .	" . . .	"	"	6
Pluto, . . .	" . . .	"	"	6
Black Bear, . . .	Detroit Locom. Works,	"	"	6

SCHEDULE of *Locomotives*—Continued.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Rocky Mountain, .	Hinckley & Drury, .	16—20	4 feet.	6
Salamander, . .	" " .	"	"	6
Ætna,	" " .	"	"	6
Samson, . . .	Michigan Central Shop,	"	"	6
Giant,	" " " .	"	"	6
Tiger,	" " " .	"	"	6
Ajax,	Manchester, . .	15—24	4 ft. 6 in.	4
Atlas,	"	"	"	4
Ceres,	"	"	"	4
Stranger, . . .	"	"	5 feet.	4
Foreigner, . .	Rogers,	15—22	"	4
Saxon,	"	16—22	4 ft. 10 in.	4
America, . . .	"	"	"	4
Dolphin, . . .	Schenectady, . .	15—22	4 ft. 6 in.	4
Grampus, . . .	"	16—22	4 ft. 10 in.	4
Porpoise, . . .	"	"	"	4
Mars,	Detroit Locom. Works,	"	"	4
White Bear, . .	" " " .	"	"	4
Niagara, . . .	" " " .	"	"	4
Peninsula, . .	" " " .	"	"	4
Washington, . .	" " " .	"	"	4
Twilight, . . .	" " " .	"	"	4
Atlantic, . . .	" " " .	"	"	4
Pacific,	" " " .	"	"	4
Arctic,	" " " .	"	"	4
Baltic,	" " " .	"	"	4
Challenge, . . .	Michigan Central Shop,	16—20	5 ft. 6 in.	4
Defiance, . . .	" " " .	"	"	4
Goliath,	" " " .	16—22	4 ft. 10 in.	4
Vesuvius, . . .	" " " .	"	"	4
Hecla,	" " " .	"	"	4
Grizzly Bear, .	" " " .	"	"	4
Brown Bear, . .	" " " .	"	"	4
Lion,	" " " .	"	"	4
North Sea, . . .	Manchester, . .	"	"	4
South Sea, . . .	"	"	"	4
Red Sea,	"	"	"	4
Caspian Sea, . .	"	"	"	4
Black Sea, . . .	"	"	"	4
White Sea, . . .	"	"	"	4
Globe,	Globe Works, . .	16—20	4 ft. 6 in.	4
Hinckley, . . .	Boston Locom. Works,	14—22	"	4
Vulcan,	Hinckley & Drury, .	15—20	"	4
Hercules, . . .	Michigan Central Shop,	"	"	4
Battle Creek, .	" " " .	"	"	4
5 Training Engines,	Boston Locom. Works,	12—20	4 feet.	4
1 Training Engine, .	Michigan Central Shop,	12—17	"	4

Total number of Locomotives, 98

